GOLF.

C. L. Becker and H. G. White Tied in Quali

fying Round at Pinehurst.

PINEHURST, N. C., Dec. 27.-Fifty-four

layers started in the qualifying round of

-day, three divisions of sixteen each qualify

C. L. Becker of the Woodland Golf Club.

Suburndale, Mass., and H. G. White of the

Ridgewood Golf Club of Ridgewood, N. J.,

116; J. M. Robinson, 117; Alfred Schindler, New York, 120.

Third Division—W. K. Stone, Atlanta, 121; P. C. Bunzi, New York, 121; R. C. Hatch, St. Louis, 121; Dr. George S. Hill, Marbichead, 122; J. V. Hall, Pittsburg, 121; C. H. Banes, 2d, Overbrook, 123; Oyrus N. Gorton, Buffalo, 124; S. L. Stix, New York, 130; A. G. Warren, Rochester, 131; A. Lincoln, Pilene, Boston, 139; G. A. Peck, Egermont, Mass., 146; H. M. Pratt, Yonkers, 148; I. D. H. Ralph, Philadelphia, 140; W. W. Warner, Ttusytlie, Pa., 149; Edwin Beach, Orange, N. J., 153; W. L. Murphy, Pittsburg, 153.

-day, beginning at 10 o'clock in the morn-

COLLEGE SPORTING GOSSIP.

No Yale Man Disqualified in Princeton Game -One-Armed Football Player.

Somebody has started a report that one of the Yale linemen was disqualified in the foot-ball game with Princeton, and that had there

been time for another play Yale would have been disqualified half the distance to her own

been disqualified half the distance to her own goal line instead of having five yards to go to a touchdown. Foster Rockwell, Yale head coach, says regarding the report:

"There is absolutely no truth in the story. No penalty against a Yale man was given. As near as I can learn the story sprang up because when Referee Hackett announced the game was over Erwin was the only player to hear what he said, and Erwin questioned him about it. When reassured that the game was over, Erwin jumped from the rush line and ran for the Yale side lines, while the other Yale players made ready for another scrim-

the annual holiday week golf tournament

ing for the president's, secretary's and treas

JEFFRIES AND SQUIRES MAY FIGHT AFTER ALL FOR \$36,000.

Big Champion Accepts Rhyolite Offer, While the Australian Cables That He Will Come Here if Expenses Are Paid -Gaus a 2 to I Favorite Over Herman.

Unless somebody backs down in the next forty-eight hours a fight for the heavyweight championship of the world will be arranged between James J. Jeffries and Bill Squires of Australia, with Rhvolite, Nev., as the battleground and \$30,000 the purse. According to the latest gavices from California, Jeffries agreed to make this match yesterday, stipulating that the fight should be decided in April, which would give him about three nths in which to get himself in proper physical trim. The much talked of \$50,000 purse vanished in thin air when Jeffries began to talk business with Promoter Skinner of the Rhyolite A. C., who told the big pugilist plainly that \$30,000 was the largest offer possible, in view of the unknown quality of Squires as a pugilist. But such a paltry sum did not deter Jeff from accepting terms at once, at the same time wiring Skinner's backer, B. F. Taylor, at Rhyolite, that everything was satis-

Squires was heard from in a roundabout way. He did not send a reply to the cable-grams sent to him at Newcastle by both Skinner and Taylor, but he cabled a San Francisco newspaper that he would sail for America on January 28 on the steamer Sonoma to meet Jeffries for the \$30,000 prize on condition that the expenses of himself and trainer across the Pacific Ocean were first guaranteed by the Rhyolite A. C. This puts it up squarely the Rhyolite people, and if they wire the Australian pugilist that his terms are accepted there will be nothing left but the signing articles to clinch the big fight. The fact that the Frisco flight trust had never made an attempt to bring Squires to this country as a prospective opponent for Jeffries is said to ve been due to a knowledge that the Australian as a fighter was never of much account. But the Nevada fight promoters evidently care nothing for Squires's record so long they induce Jeffries to reenter the ring.
As THE SUN has already pointed out, Squires physically is no match for the gigantic boilermaker. The Antipodean is only 5 feet 914 inches tall and weighs in ring togs about 172 pounds. He is said to be powerfully built, however, and to resemble om Sharkey when he puts up his hands, but the fact that he has never beaten any really good men in Australia makes it appear that he is going up against it when he tackles the American champion. Jeffries wanta says he now weighs 200 pounds. He intends to reduce to 230 and declares that he will be

thing into consideration.

Some persons are inclined to believe that Jeffries because of his long absence from the ring may not be able to recover his old form, but the champion has a world of con-fidence in himself and that means a great It is generally supposed that in agreeing to meet Jeffries Squires will hold out for a big loser's end of the purse. If he insists upon 60 and 40 per cent, and gets such a division it will be worth his while to take a beating, providing his transportation to and from this country costs him nothing. It is the only chance that Squires has ever had to cut up big money and in the estimation of sporting men he would lack good business judgment to pass it up. On the Coast it is conceded that a Jeff ries-Johnson mill would prove the best drawing card, but Jeff sees easier game, no doubt, in a sure thing mixup with Squires. It looks like the softest thing that Jeffries has ever en-

as fast as ever, without an ounce of super-

fluous flesh, when he gets into the ring. On

this basis Jeff will be nearly sixty pounds

heavier than Squires and about four inches

taller, an immense advantage taking every-

the lightweight championship fight to be held at Tonopah, Nev., on New Year's Day. So there has been very little betting because of the recent row over the referee and the supposition that Gaus may experience some difficulty in making 133 pounds ringside. But as Gans named the conditions under which the men will fight it is confidently beon the scales he will tip the beam at the light weight limit and will also be in the pink of condition. If Gans had any idea that he made it is not believed that he wou'd have signed articles, for he could have forced erman to agree to 135 ringside just as nes to making matches and he has seldom committed blunders. He generally bets quite nch on himself when he is out to win and for that reason some people think that he as caused the stories to be circulated that he may not scale in order to get a good price that Gans would make the weight and be that the coming mill would be on the square Gans would be an overwhelming favorite, on form he looks to be the superior of Herman in every way. But Gans has taken part in so many queer fights and is so tricky that the betting public places little confiace in him. His intense opposition to George Siler as referee has caused a feeling of distrust among Eastern sporting men, many of whom in this city will not bet on the

A movement has been started to have the two New Orleans racetracks policed in future by the Pinkertons, who have maintained order on the Jockey Club and California tracks for a number of years. The other day there was a fight in the betting ring at Fair Grounds between a steeplechase jockey and a local detective that nearly pitated a riot. It was this incident that suggested the engagement of the Pinkerns and the track managers are now considering the matter. On the Jockey Club tracks there has been remarkable order and decorum. The Pinkertons, in uniform and in plain clothes, have quickly suppresse as inclined to be boisterous, so that fistic unters have been few and far between. It has been a difficult matter for well known crooks to pass within the gates of the New York tracks, while many petty larceny thieves have been readily apprehended inside the enclosures before doing harm. On several occasions last year men lost watches and money in the crowded betting rings, but their property in nearly each instance restored to them by the racetrack detectives ert Pinkerton, aided by Seymour Bentler and other able lieutenants, has done the work here so well that the racetracks have been more orderly than many other places of amusement and recreation. The Pinkerhave been on the level with the Jockey Club in all matters, particularly in conducting rooms last season, when by means of a con-venient leak big money could have been made. Incidentally the Pinkertons handled usands of dollars in the way of selling tickets of admission to the tracks, the ac-

President Tom Williams of the New Call nia Jockey Club is a firm believer in the dereinpment of apprentice jockeys and green stable boys. With this end in view he has established two schools at Emeryville, one for ructing the youngsters in the art of riding and the other for the improvement of their ds. Already several midgets have begun minds. Already several mideria have begin to attract attention in the races near Prisco, among them being F. Wilson, Dugan, Jarrett, McLaughlin and A. Walsh Wilson can make a pounds, Dugan about 70, McLaughlin 25 and Walsh is. Jarrett, who has shown up the best of this lot, is apprenticed to Harney Schreiber. He can ride at 80 pounds, has a gice pair of hands, is quick at the post and knows how to "sit still" when told to do so. The winter tracks have developed many star tockers.

President Murphy of the Chicago Cubs, en he heard that Han Johnson's salary been raised to \$15,000, made the remark: a pay Pulliam in real money. Murphy this have added that the White Soy beat Cubs in the world's series by playing real

FAST RACE AT NEW ORLEANS.

-Many Close Finishes NEW ORLEANS, La., Dec. 27.-Head finishes

marked the races at the Fair Grounds to-day Four of the six races resulted in close contests, and it was by far the best day's racing seen here this winter. With the exception of the handicap at one mile and the New Year Pretiminary, the winners were driven to the limit to land the purses in their respective

The handicap, while not developing into a hair raising finish, proved to be the fastest race of the winter. Orbicular, who has been poorly handled in every start here, had the very plainly that he is a colt of some class. Orbicular was the good thing of the race and went to the post played as heavily as the favorite, St. Valentine. Minnie Adams, making her first appearance here, started out to make the pace with Juggler until the field turned into the home stretch, where Mountain, who had been cut off a number of times, endeavored to squeeze through on the rail got clear sailing and won easily. Minnie Adams and St. Valentine made a good race of it for the place. The former secured it by a The time of the race was 1:39 1-5. R. E. Watkins tried hard to make Belle

ength. The time of the race was 1:39-1-5.

R. E. Watkins tried hard to make Belle Strome win the six furlong purse race. Jack Martin, the money rider, was secured and it looked all over but the cashing to those in the know. Phil Finch, who was the best horse here last winter, upset all calculations, however, by finishing with one of his old time rushes and got the verdict by a head. Belle Strome all but knocked Frontenac down at the sixteenth pole and when a protest of foul was lodged the judges set the Watkins mare back. Lady Vashti and Calabash were placed second and third.

Judge Post beat an ordinary lot of two-year-olds in a condition affair called the New Year Preliminary at seven furlongs. Judge Post was a 4 to 1 chance at one point in the betting but went to the post at threes.

Western, at 6 to 1, beat out Chase, the even money favorite, in the opening event after a hard drive. French Nun had the advantage of a head over Babe B. and Tichiming in the second.

Tarn's Rod, backed from 25 to 1 down to 8, won the closing event in a hard drive from Huntington, another outsider. Orly 11., the even money favorite, did not finish in the first three. The summaries:

First Race—Six furionga—Western, 9s (Lloyd, 6 to L. won; Chase, 107 (Garner), even money.

first three. The summaries:

First Race—Six furiongs—Western, 98 (Lloyd),
6 to I. won; Chase, 107 (Garner), even money,
second; Zick Abrams, 101 (L. Smith), 30 to 1, third.
Time, 2:12-5. Lady Vimont, Wemo, Impertinence,
Royal Bond, Capt. McCormick, Maita, Kaiserhoff,
Marie O'Neil and Maiaic also ran.

Second Race—Five and a half furiongs—French
Nua, 101 (Lloyd), 6 to 1, won; Babe B., 101 (A.
Mariin), 15 to 1, second; Tichimingo, 108 (Garner),
8 to 1, third. Time, 1:074-5. Muffins, Gold Bearer,
Oasis, Abjure, Posing, Miss Ferris, Come On Sam,
Hoous Poous and Great also ran.

Third Race—New Year Preliminary; seven furlongs—Judge Post, 102 (J. Hennessy), 3 to 1, won;
Beau Brummel, 102 (Garner), 5 to 2, second; Voting,
102 (Mountain), 30 to 1, third. Time, 1:27-2-5. Lucy
Marie, De Oro, Tudor, Pompadour, and Paragon also
ran.

Marie, De Oro, Tudor, Pompadour, and Paragon also ran.
Fourth Race—One mile—Orbicular, 101 (Mounialn), 3 to 1, wou, Minnie Adams, 113 (Nicol), 16 to 5, second; St. Valentine, 114 (Garner), 11 to 4, third. Time, 1:30 1-5. Pride of Woodstock, Juggler and Debar also ran.
Fifth Race—Six furions—Phil Finch, 111 (Warren), 5 to 1, won; Lady Vashti, 105 (J. Hennessy), 4 to 1, second; Calabash, 105 (Rice), 15 to 1, third. Time, 1:13 1-5. Frontenac, Paul Clifford, Mafaida, Trepan and Sidney F. also ran.
Sixth Race—One mile and a sixteenth—Tern. Rod, 102 (Bliace, 8 to 1, won; Huntington, 101 (Trueman), 10 to 1, second; Merry Pioneer, 109 (D. Austin), 6 to 1, third. Time, 1:47 1-5. Footlights Favorite, Doetle, 101e, Monte, King Elisworth, Bulwark, Bellindian, Orly II. and Lemon Girl also ran.

	New Orleans Entries for To-day.					
1	First	Race-Por	maid	en	two-year-olds;	seven
1	furlougs					
ı			115	Lal	y	106
ļ	Glad Pir	ate	114	Gar	VANEUA	108
ł	Judge B	urrows	112	Exc	use Me	105
l	Royal B	ond	112	Ver	use Meeto. Water	104
l	Bitter A	nne	111	Sea	Water	103
Ì	Broken	Melody	111	Spl	der Web	99
1	Glendov	er	107	Nac	line	99
ł	Eart of I	Lelcester	107			
l	Second	d Race-Se	lling; f	ive.	furlongs: Guard	
J	John Pe	ters	122	Old	Guard	108
1	Adbell		122	Kni	ghton	108
l	Ranger.		119	Fla	gstone	108
1	Ladsart	on	119	Pre	tty Doreen	106
l	Floss S.		115	Ros	eboro	105
1	Rustling	Silk	115	Ple	blan	105
l	Florenti	ne	114	Rus	t	105
1	Routnoo	Time or a con-	109	Hei	pecked	100
Third Race-Selling; five and a half furlong Toboggan						gs:
ł	Tobogge	AD	114	The	Doctress	96
1	Doorma	ster	100	Tha	t's What	90
l	Alencon		103	Ret	ned	91
1	Claremo	Mt	102	Die	via Brown	89
i	Sea voy	age	101	F-10	set Kitty	**** 59
1	Agh Was	dnasday	97	Rel	le of Brighton	08
1	Lady He	ancietta	97	Mel	te or miligation .	04
1	Fourt	Race-On	e mile	2		
l	Dekaher	r remote on	100	Ver	theat	109
j	Small L	adv	100	Me	ibest	103
l	Delphie		109	Kel	np Ridgely	90
]	Kitty Pt	Att	109	Par	amount	90
1	Ladsarl	on	106	Ecc	nomy	87
J	Heart of	f Hyacinth.	106	Sor	hie Carter	87
1	Nutwoo	d	103	An	na Ruskin	87
١	Omar K	hayyam	108	Ro	se Marion	87
Į	Fifth I	Race-Five	furior	igs:		
ı	Brittanh	V	112	Chi	eftain	104
J	Helen L	ucas	109	Bel	le of the Bay	104
J	Campal	gner	107	Ma	nilance	104
ı	Billy Ve	rtress	107	Qu	nce	104
ı	John Ka	ulman	107	Ski	mmer	104
J	Monere		107	La.	S. B	104
ĺ	John Ad	Ams	107	Tre	8 Chic	104
J	Bud Hill		107	SIL	Mincemeat	104
j	Sixth	Hace - Selli	ng on	e m	Mincemeat. le and a sixteen t Gentry	th:
J	Careky C	narm	110	MAI	t Gentry	102
J	Crosgra		110	TACE	ker	1965
1	Onisro	A Tarmer	107	1112	McCluer	965
1	Frank Ho	rabeck	105	275	atcorder	190

INTERCOLLEGIATE CHESS. Brown Takes the Lead From Pennsylvania

The second round of the annual tournanent of the triangular college chess league between two students each from the universities of Brown, Cornell and Pennsylvania was played at the chess room of Villa Julia the home of Prof. Isaac L. Rice, the president of the league, yesterday morning and afternoon, and at the conclusion of play Brown by virtue of three wins took the lead over Pennsylvania, which university's team had won two games. Cornell brought up the rear with one win to her credit.

The following table shows the pairing and the openings adopted on each board:

First Board—Hughes, Pennsylvania, vs. Guenther, Cornell: trregular.

Second Board—Sweet, Brown, vs. Smith, Pennsylvania: Petroff's defence.

Third Board—McCoy, Brown, vs. Black, Cornell; Ruy Lopes.

The first game decided was that between McCoy and Black on the third board. The latter failed to take advantage at one stage to win the game by accepting a piece, rather unsoundly offered for sacrifice. Later Black got into trouble and lost after thirty-three moves.

got into trouble and lost after thirty-three moves.

Sweet got much the better position on the second board against Smith, who was totally outplayed in the opening and middle game stages. Eventually Smith lost the exchange and so Sweet did not experience great difficulty in getting a winning position. After fifty moves Sweet won.

On the first board Hughes managed to win a pawn in the opening, but the Cornell man played a fine uphill game, landing into the end game with pretty good drawing chances, although still a pawn down. Hughes finally achieved a well deserved victory after fifty-seven moves.

The score to date: BROWN. Total...

The third round will be played to-day in the following order: Black, Cornell, vs. Hughes, Pennsylvania; Sweet, Brown, vs. Guenther, Cornell; Smith, Pennsylvania, s. McCoy, Brown.

W. W. ATTERBURY, General Manager.

PENNSYLVANIA RAILROAD

Special Train Returning from

ATLANTIC CITY

NEW YEAR'S DAY

Tuesday, January 1, 1907

Leave Atlantic City 5:30 P. M.

Stopping at Trenton, Elizabeth and Newark

to discharge passengers. PARLOR CARS, DINING CAR and STANDARD COACHES

REGULAR THROUGH TRAINS TO ATLANTIC CITY

Leave New York, 9:55 A. M. and 2:55 P. M.

week days; 7:55 A. M. Sundays. Returning.

leave Atlantic City, 9:20 A. M. and 2:30 P.M. week days; 5:30 P. M. Sundays.

J. R. WOOD, Passenger Traffic Manager.

AMONG THE AUTOMOBILISTS.

SPEEDWAY TO CATSKILLS A DIS-TANT PROSPECT.

Many Engineering and Financial Prof lems involved in the Proposed Road -Col. Pope Talks of the Difference in Character of Auto Shows-Gossip

Though several years must elapse before anything can be done in the way of beginning ictual work on the project, the proposal to build an automobile road along the top of the Catskill aqueduct continues to find favor with motorists. Former President A. R. Shattuck chairman of the club's good roads committee, has become interested in the project and has looked into its possibilities. In discussing the undertaking Mr. Shattuck said:

"The plan is, of course, of great magnitude, and involves important engineering problems as well as financial elements. And yet, in spite of its proportions, it is a matter which think the city and State should certainly consider very carefully. Within the last few years the city has spent many millions of dollars to construct speedways for drivers of horses and special roads for equestrians, and now it seems to me the city might very well consider automobilists, of whom there are more than 25,000 in and about New York

"The engineering side in some ways offers new problem. Road building ordinarily osts about \$10,000 a mile. In the case of the aqueduct, as I understand it, the greater part of the excavation for the waterway will be of the cut and cover variety and probably mbraces a width of not more than twenty feet. This would mean that about half of work of road making probably would be done. By this, however, I do not mean to imply that the proposed road would cost but \$5,000 a mile, because the problem of using the line of the aqueduct is somewhat different from the ordinary road building. In constructing a road the natural contour of the country is used to the fullest possible extent, while in the case of the aqueduct n some places, as near Garrison where they propose to tunnel, it would be necessary to construct on new land a road around the hill. Moreover, if this highway is to be of great service to automobilists it must admit of a peed of about thirty miles an hour, although as I understand it excessive speeds are to be prohibited, as this is to be a highway and in no sense a racing course. To make such a speed possible there should be very few grade crossings and certainly no grade crossings at railroads or trolley lines. If ossible grade crossings on ordinary roads be avoided. These features would make the building of the road more expensive than to construct an ordinary highway. On the other hand, however, the land is already owned, and this of course will make the project cost much tess than to secure a new right of way through other territory.

"The financing of this road also must be considered. Recently the State authorized the use of \$50,000,000 for the building of good roads. The rule is that the State pays 50 per cent., the county 35 per cent. and the town 15 per cent. of the cost. Now, on this seems to me that the city and the State might very well enter into partnership to construct a road of fifty miles through suburban and farming ferrifory; the State might pay half and the city half. Some income from the road might be added from charging toils, though I doubt whether this item would yield a tremendous revenue. But of course the return would be dependent on the popularity of the road. I have heard also that wealthy men are willing to buy bonds for such an improvement at an interest as low as 2 per cent., which would also give the State a chance to recoup, and I have no doubt that such a road would vastly enhance the value of property all along its line and consequently give indirectly a large return from increased tax payments. Moreover such a road undoubtedly would tend to make all this territory popular for suburban residential purposes, and increasing settlements would add to the prosperity of the smaller communities affected and augment the value of realty." State might very well enter into partnership

Col. George Pope, who has been in the bicycle and automobile manufacturing business since the beginnings of both, Points out some interesting differences between the automobile shows in Madison Square Garden as they were and as they are. He is chairman of the show committee of the Association of Licensed Automobile Manufacturers, which is in charge of the Garden show to be held January 12 to 19. He says:

"In years gone by, when the old guard makers were new in the field and were looking for dealers to handle their product, the national

for dealers to handle their product, the national show was largely a trade event, to which the manufacturers went seeking to do business with retailers. Now the old established manufacturers all have their regular line of dealers, and the orders from these are booked in the fall. They do not go to the show to engage dealers to handle their output, because they are already supplied in this respect. engage dealers to handle their output, because they are already supplied in this respective, and the show, from being a purely trade event, has become a sort of festival for society and the automobiling class.

Several accidents have occurred recently Several accidents have occurred recently in Cleveland, where automobiles have run into horse drawn vehicles on poorly lighted streets or boulevards at night, and the motorists of that city jutend to make an effort to have an ordinance passed requiring all vehicles to carry tail lights after dark. The members of the City council are to be approached individually, and the automobilists hope to get the proposed measure passed.

The Paris show demonstrates how unwilling the French now are to allow their best models to appear at the Olympia exhibition and thus anticipate the Paris Salon, writes Lord Montagu in the Car of London. Whether Lord Montagn in the Car of London. Whether they are wise in so doing I very much doubt. To begin with, the buying centre of Europe is not any longer Paris but London, for it has conclusively been proved for the last two years that for every intending purchaser who visits the Paris show there are ten or perhaps twenty who visit Olympia. Therefore the policy of the French makers in not showing their latest and best models at Olympia is probably already affecting the popularity of the French car. Increasing orders are being given to British firms meantime.

Not that the agents for the French firms do not do their best, for they are, taken as a whole, most assiduous and hardworking in the interests of the makes they represent, of But French firms are making a mistake as to their true business policy when they decline, as they have done in some cases, to allow their London agents to have the best of their wares for the best market. It is only natural that France should dislike and try to prevent the gradual shifting of the chief automobile market from Paris to London. Not only were the French manufacturers and the French people the first to realize the possibilities of the motor car and to develop it, but their innate genius for good engineering, for eliminating useless weight and producing neatness and beauty of design, put and kept France very much in the front rank till two or three years ago. But Great Britain, with slow but sure strides, has now come alongside and is beginning to outstrip the former leader. The cleverest heads among the French manufacturing firms have regretfully acknowledged as much of late in speech and print. ime. Not that the agents for the French

home made cars at home shows and shops in future, but the demand for cars will so in-

crease that, even if British manufacturers increased their output 50 per cent. they could not alone satisfy the demands made upon the selling trade. So for many years to come there will always be a market for the deal and the cheap car, and the French makers, who are many of them earning magnificient profits, can well afford to drop their prices and to cater for both these classes. BRITISH HANDICAP YACHTING.

CHANGES TO BE SUGGESTED IN SYSTEM.

Old American Seawanhaka Rule Not Satis factory to Racing Men—Association's Recommendations Expected to Discourage Further Handiean Contests

The only certain way of properly inflating a set of tires and of ascertaining the amount of pressure exactly is by the use of a good registering pump. The vaive should first be pressed in with the pin in the cap to make sure that it does not stick. The pump piston should be raised to the top of the cylinder and pushed all the way to the bottom, giving full, steady strokes. Each time the plunger descends the gauge pointer will fluctuate more or less beyond the centre of equilibrium, according to the rapidity of the stroke. To find the constant pressure a full, slow stroke should be given and near the end the plunger should be held stationary, equalizing the pressure in the pump and tire. The gauge pointer will then slowly find its balance and remain stationary, pointing to the figures of the real pressure in pounds. There is an impression that the rise of temperature of the air in a tire due to frictional heat often causes sufficient pressure to burst the tire. But it is asserted that this heat can hardly reach more than 140 degrees Fahrenheit, and if a tire has been inflated with air at 68 degrees this will increase the pressure only one-eighth.

Nothing better serves to indicate that the Handicap yacht racing has been popula with British yachtsmen for many seasons and it was the success of this class of racing that made American yachtsmen try the experiment to find a means of getting some sport out of vessels whose careers in the racing classes had ended. Various methods of handicapping have been tried, but all have proved more or less failures. The rule was based on the old Seawanhaka rule of rating length on water line plus square foot of sail area divided by two. Then club members were induced to arrange handicaps, but what might be a good handicap in light weather would be a poor one in a breeze, and so to discount this trouble two handicaps were arranged, each being based on a certain wind velocity. Now it seems there is to be some more reliable rule framed. The Yachtemas

increase the pressure only one-eighth.

Nothing better serves to indicate that the motor car has ceased to be chiefly a fair weather vehicle than the existing demand for limousine and other types of closed bodies, says the Motor World. It represents not merely the demand of the automobile manufacturer but of those private owners who use their cars as they have been accustomed to use their horses, that is, during the twelve months of the year. Very many owners have realized that for such service two bodies are necessary—one open, the other closed—and their number is increasing at a rate that is making such ownership almost a matter of course. The open body is detached from the chassis and is replaced by the closed one as soon as the discomforts of winter make themselves felt. The result is discernible in in the marked and agreeable decrease in the number of automobiles containing passengers whose appearance is suggestive of polar bears or Esquimaux or street car drivers out for a lark. The shagpy coat rapidly is becoming what leather clothing once was—the distinguishing characteristic of the hired man. While the car that is "laid up" for the winter is not so costly as the idle horse in that it cannot "eat its head off," it is not paying that interest on its investment that is rendered so readily available by the use of a closed body.

GOLF. "We are glad to hear that the Yacht Racing Association intends to make a representation of some sort to the clubs on the subject of handicap racing. We can, of course, only guess at the nature of this expression of opinion, and if we are correct in our forecast it will be an admonishment of the evil effects of encouraging this form of racing. To our thinking it is indeed the most useless and least enjoyable type of yachting sport, both to those engaged and to those who happen to witness it, rising only to mediocrity in such cases as that of the ex-52 footers, which were all built for racing in the same class under one rule and when the allowances are fixed for a whole season. For when one comes to think of it there is no redeeming feature in such racing—not even as much as in that of Association intends to make a representatio such rading—not even as much as in that of one design sailing where there can be no time allowance and where the success of any boat should theoretically depend entirely on the skill of her crew

should theoretically depend entirely on the skill of her crew.

"Want of such skill in the handicap boat is met with an eleemosynary dole of time allow-ance from a sympathetic club, so that one is safer in attributing the glory of a victory to the generosity of the handicappers than to any particular merit of the helmsman, crew, designer, builder or sailmaker. Cases, to be sure, are not unknown in which the predominant talent of some individual helmsman has proved fatal to the life of one design'c classes, and these have quietly died and dominant talent of some individual heimsman has proved fatal to the life of 'one design' classes, and these have quietly died and their members have drifted into other classes; but so far as we are aware, nobody has as yet suggested the application of a handicap in such an emergency. Yet this would be no more ridiculous than the prevailing system of handicap racing which has done more harm to legitimate racing than many yachtsmen conceive. It is not by any means our wish to make a sweeping condemnation of handicaps, but to point out the inherent worthessness of the custom—strange that it should be necessary!—leaving it to the clubs to satisfy their consciences should the necessity arise for including them in their programmes. In small centres and among the minor clubs led the field with 86 each, T. S. Lippy of Seattle finishing third in 90 and O. B. Pres-cott of Brae Burn and David Fleming of Philadelphia tying for fourth, with 92 each. The qualification scores follow: Philadelphia tying for fourth, with 92 each. The qualification scores follow:

First Division—C. L. Becker, Boston, 42, 44—86;
M. G. White, Ridgewood, 44, 42—86; T. S. Lippy,
Seattle, 43, 47—90; O. B. Frescott, Newton, 44, 48—92; David Fleming, Philadelphia, 47, 45—92; E. J.
Spaiding, Burlington, Vt., 46, 48—94; Cyrus A. Taft,
Whitimsville, 48, 47—45; W. P. Hill, Atlanta, 48, 49—96; W. C. Johnson, New York, 46, 53—99; Dr. Frank
Holland, Atlanta, 49—50—99; T. R. Newbold, WashIngton, 46, 53—99; F. G. Dodd, Zanesville, Ohlo,
48, 52—100; T. B. Cotter, Winchester, 59, 52—102;
D. L. Lyon, Watch Hill, 46, 44—102; P. L. Lightbourne, Bermuda, 51, 52—103; H. W. Ormsbee,
Brooklyn, 49, 55—104.
Second Division—Thomas T. Rushmore, New
York, 104; Fulton Colville, Atlanta, 197; John C.
Roe, Elmira, 105; C. K. Morton, New York, 109;
A. E. Wright, Cooperstown, 109; Clarence Angler,
Atlanta, 111; T. T. Watson, Buenos Ayres, 111; J. R.
Simpson, Boston, 112; D. M. Clarke, Westville, 112;
W. M. Goodnow, Boston, 113; G. H. Oldring, Brooklyn, 113; Thomas J. Check, East Orange, 114; W. C.
Johnson, Philadelphia, 116; H. R. Rice, New York, 116; J. M. Roblinson, 117; Alfred Schindler, New
York, 120.

Third Division—W. K. Stone, Atlanta, 121; P. C. In small centres and among the minor club we can easily understand that handicap rac ing should still continue, and there are way ing should still continue, and there are ways in which it may be managed so as to yield fair sport, but even in these cases it would be well to limit the number of the races and the amount offered in prizes, so that a sum should be set apart for the encouragement of open racing.

"As an instance, let us take the clubs about the Thames. If every club were to lay itself out to encourage, say the new & metre class.

"As an instance, let us take the chios about the Thames. If every club were to lay itself out to encourage, say, the new 6 metre class, it would not greatly interfere with their usual programmes to provide quite thirty races next year for this class, and there would then be no lack of entrants. Instead of that, however, we read that this club intends to cater for such and such an old class and that one for another, so that one day they will wake up to find that the world at large has become entirely obligious to their importance. become entirely oblivious to their importance in the ranks of yachting organizations."

CANOE CUP RULES.

Conditions to Govern the Contests for the British International Trophy.

The race next year in British waters for the Royal Canoe Club's international trophy will be a hot one. Entries have already been made by Continental clubs, and it is very likely that there will be an American entry. One country is having four canoes In addition to the qualifying scores made on Wednesday in the interscholastic substitute golf tournament at Wanamaker's building the following were made yesterday:

B. W. Blakeman, 96; J. Morton, 96; Joseph Kerwin, 96; A. K. Hobby, 96; N. Hayman, 99; C. A. Warner, 99; J. L. Mott, 100; A. H. Callaghan, 102; E. Engel, 102; P. R. Deschere, 102; A. Orback, 104; W. E. Untermeyer, 105; A. Pickhardt, 105; C. H. Johnson, 106; F. B. Simmons, 106; A. Elseman, 107; H. Wise, 107; M. F. Abramson, 111; H. S. Tilton, 111; F. M. Silverstein, 112; M. Newstadt, 114; F. H. Fairweather, 117.

Those who qualified will start match play built and will have eliminating races of its own to select its representatives. The cup is for sailing canoes of class B, and they must conform to these rules:

A B class sailing canoe shall, for racing purposes, comply with all the following limensions and requirements: She shall be sharp at each end, with no transom or flat Those who qualified will start match play shall be detachable from her. Dimensions maximum: Length over all shall not exceed ing. The order follows:

First Sixteen—Irwin Tracy vs. A. H. Callaghan:
M. Adelson vs. C. A. Warner; N. Hayman vs. E.
Engel; A. Elseman vs. J. L. Mott; B. W. Blakeman
vs. Joseph Kerwin; J. F. Swackhamer vs. H. Bonner;
A. K. Hobby vs. George Richard; William Mackey
vs. J. Morton.

Second Sixteen—A. Orback vs. W. W. White;
J. S. Marks vs. P. R. Deschere; A. Johnen vs. F.
B. Simmons; A. Pickhardt vs. H. Wise; W. E. Untermeyer vs. D. Rosenfeld; Robert F. Shepard vs.
C. H. Johnson; Alfred Knopf vs. William W. Bardsley; Beverly M. Eyre vs. P. R. Iseman.

Third Sixteen—M. F. Abramson vs. M. Newstadt; Fred Baruth vs. H. N. Tillon; Dale S. Barton
vs. A. Hess; Danlel W. Howells vs. F. H. Fairweather; H. Etter vs. F. M. Silverstein; Newell
Weed vs. J. H. Relliy; L. J. Wyeth vs. Duncan M.
Lasher; Russell H. Ford vs. John M. Nicholson.

LANEWWOOD, N. J. Dec. 27.—There will be 17 feet. Ream not over 42 inches. No seat shall be extended beyond the side of the canoe. Fixed draught, including keel, or drop keel when hauled up, shall not exceed 14 LAKEWOOD, N. J., Dec. 27.—There will be an all day open handicap on the links of the Lakewood Country Club at eighteen holes on Saturday, December 29, and also on New Year's Day. There will be cups for the best gross and net scores. Post entries will be accepted.

shall be extended beyond the side of the canoe. Fixed draught, including keel, or drop keel when hauled up, shall not exceed 14 inches. (Extreme length of any spar shall not exceed the load line or rating length of the canoe; in respect of a mast, such length of spar will be measured from the water line to extreme top of mast.) The length of mast plus length of the load water line, provided the load water line, snot less than 12 feet 6 inches. Dimensions, maximum: The depth inside from deck to skin (to be taken at any distance within 3 feet of mid overall length and at not less than 10 inches out from middle line) shall be not less than 12 inches. Depth outside from top of deck at middle to under side of keel (taken anywhere up to two feet from either end of the canoe) shall be not less than 12 inches. Construction—There shall be a sleeping compartment between two fixed complete transverse bulkheads of wood, which are to be not less than 5 feet 6 inches nor more than 8 feet apart and not more than 5 feet from mid overall length and of such compartment a length of 3 feet on the flooring shall be clear of centre plate case and shall extend from side to side of the canoe; to such portion of the compartment there shall be a direct hatchway above it of not less than 16 inches in width extending 3 feet in length, and any bucket well or covering of any kind fitted in or over such hatchway or any part of such hatchway shall be detachable from the canoe. To each compartment, forward or aft, of the above mentioned bulkheads there shall be a door or hatchway of not less than 16 inches in width extending 3 feet in length, and any bucket well or covering of any kind fitted in or over such hatchway or any part of such hatchway shall be detachable from the canoe. To each compartment, forward or aft, of the above mentioned bulkheads there shall be a fitted it shall be liftable through the body of the canoe until it is above the lower edge of the keel at such place and also shall be removable from the canoe.

Rating—The rating

and ran for the Yale side lines, while the other Yale players made ready for another scrimmage until the referee could finally make them understand that the game was really over."

When the football team of the North Division High School of Chicago left the other night for Seattle, where it will play the Seattle High School eleven on New Year's day, among the party was Louis Torre, a one armed boy. Torre played a line position in several of the North Division games this season and showed up well. Just before the train pulled out of the station in Chicago a sum sufficient to pay Torre's expenses on the long trip was made up. Walter Steffen, the University of Chicago's fleet halfback, went with the party as head coach. Chicago's fleet halfback, went with the party as head coach.
Yale, it is said, will not send a crew to the next American Henley, to be held on the Schuylkill at Philadelphia on May 27. The reason given is that Yale will be too busy with other rowing plans.

A movement is under way in the West to organize a college swimming association similar to the one embracing Eastern colleges. Dr. J. E. Raycroft of the University of Chicago is the moving spirit in the plan, and the idea is to start with three members—Chicago, Wisconsin and Washington University of St. Louis. The University of Chicago swimmers were beaten by Yale last spring and want to get even. They believe the best way to encourage and develop swimming is to have plenty of competition, a Western intercollegiate championship to be the chief end in view. IRISH ATHLETES HONORED. Hearty Reception for John Flanagan and Martin Sheridan.

John J. Flanagan, champion 56 pounds

weight and hammer thrower, and Martin J Sheridan, champion discus thrower, had a reception at the Grand Central Palace last night tendered by the United Irish American Societies. The bad weather kept many persens away, but there were enough inside th sons away, but there were enough inside the building to give the two burly sons of the Green Isle a hearty reception. A number of Irish athletes were present, notably John J. Daly, John Joyce, Dick Sheridan, a brother of Martin; Jim Sullivan, the mile runner; John Burke, Jim Teenan, R. Cotter, James Archer, John J. McCarthy, W. J. Keating and other members of the Irish A. A. C.

Flanagan and Sheridan were escorted to the building by a company of the Irish Volunteers headed by Major Crowley. A lengthy programme of songs and music had been arranged to set off the evening's festivities, and it consisted of songs, musical solos, reels, gigs and hernpipe dances. Mrs. Helen O'Donnell charmed those present with her rendering of The Banks of the Lee," while M. W. F. Hooley made the rafters ring as he gave "The Boys of Wexford," a war song reminiscent of '9s. There were moving pictures of Ireland and the games of the New York A. C. at Travers Island, where many of the athletes present took active part. Pictures of the Irish A. A. C. athletes were shown. Flanagan and Sheridan are to receive bronze statuettes of themselves in action and after an introductory address by W. P. McLoughlin, D. F. Cohalan made the speech of the night, he recounted the deeds of Flanagan and Sheridan during the year.

The night's celebration wound up with a dance in which some ancient Irish figures of the 'light fantastic' were exhibited. The 'light fantastic' were exhibited. The rinnee lads or long dance of ancient Ireland was given, as well as four and six hand reels. building to give the two burly sons of the

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WOMAN'S LABOR CASE APPEALED. Any Further Letters Should Go to William Schuyler Jackson.

Attorney General Mayer has appealed the case of the people against David L. Williams from the recent decision of the Appellate Division to the Court of Appeals. He is anxious to have the news known so that the philanthropic women who have been sending him an endless chain of letters; urging him to do his duty, shall desist. It is the case involving the law limiting the hours of working women and children and prohibiting them from working in factories after 9 o'clock at night.

The Court of Special Sessions held that the act was unconstitutional and the Appellate Division, by a vote of three to two, upheld the decision. Representatives of numerous women's clubs, working girls' unions and settlements got the idea that because Mr. Mayer, by agreement, submitted the case to the Appellate Division on briefs only, he would refuse to carry the case further. They entertained the idea that his political defeat had made him sore and that the case was lost in the Appellate Division through his neglect to appear in person to argue it. They got up the endless chain and worked it on him and they backed the letters up with personal visits and telephone calls, until he was half driven to distraction at the very time he was try-ing to clean house for his successor, Mr. Jackson of Buffalo.

The order in the case was served on Mr. The order in the case was served on Mr. Mayer a day or two ago, and the case was reached in regular routine yesterday. Notices of appeal were served on the other side and accepted and the case will now be left to Mr. Jackson. Mr. Mayer finished up his work in the New York office yesterday and went to Albany last night.

It is understood that Mr. Jackson has been warned of the avalanche of letters he is likely to receive unless he gives this

he is likely to receive unless he gives this labor case his personal attention, and it is said that he desires that notice be given

that he desires that notice be given that he will take the matter up at the ear-liest opportunity possible. "I hope the good ladies who have this matter so much at heart will kindly spare Mr. Jackson as much as possible," said Mr. Mayer last night, as he sighed and cleared spondence on the subject.

TRIAL FOR DETECTIVE PARKER. Charged With Neglect of Duty in Connection With Loomis's Escape.

Detective Sergeant Parker of the Brooklyn department will have to stand trial next week before Deputy Police Commissioner O'Keeffe for allowing Edward E. Loomis, whom he was escorting from California, to give him the slip at Jamestown, N. Y. Acting Captain McCauley of the detective Acting Captain McCauley of the detective bureau intimated after hearing Parker's explanation of the escape that Loomis would never have got away from him. "Why didn't you shoot at him?" he asked

"He got to the station," Loomis said, before I could get at him, and then there were so many people there that I was afraid to shoot, for I might have killed or

wounded some innocent person. Formal charges of neglect of duty were made against Parker yesterday by Acting Captain McCauley. There have been no tidings of Loomis since he made his es-

TENDERLOIN POOLROOMS NEXT. Police Report Some 12 There and Jerome Thinks They Can Be Shut Up.

District Attorney Jerome has begun to look over the poolroom game in the Third Police Inspection District, which takes in the Tenderloin and the East Twenty-second, West Twentieth and West Thirty-seventh street police precincts.

Assistant District Attorney Murphy examined yesterday the list of suspected poolrooms furnished by the police to Comrooms furnished by the police to Com-missioner Bingham. There are about eigh-teen poolrooms on the list. Some twelve are in the Tenderloin. Inspector Cross, who has been in charge of the precinct, will have a talk with Mr. Jerome this morning. Mr. Jerome thinks that with his cooperation the inspector ought to be able to clean up all the poolrooms. Some of the places are pro-tected by injunctions, but the lawyers who got the injunctions will be sent for and the same methods will be adopted as were used me methods will be adopted as were used to the police report, there are now no poo

PARK ZOO STATISTICS.

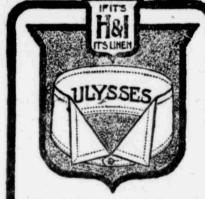
Swans Had the Highest Death Rate of the Year-Average Was 10 Per Cent.

Director Smith of the Central Park me nagerie turned in his annual report to Park Commissioner Herrman yesterday. The report shows that during the year there were sixty-two births in the menagerie and 110 deaths. Friends of the menagerie presented ninety-five birds and animals The director purchased 139 specimens for the collection and gained five more

for the collection and gained five more by exchanges.

The death rate for the whole collection for the year was only 10 per cent., a low mortality for birds and beasts. The swans had the highest death rate of any species. There were thirteen deaths among them. There are less than a dozen left. Autopsies showed that nearly all of these fowl died of intestinal trouble, probably caused by improper feeding on the part of the public. According to the report there are now in the park 360 mammals, 25 reptiles and 581 birds and fowl.

Reclection for Magistrate O'Rellly. Magistrate Frank G. O'Reilly, secretary of the Democratic county committee of Kings county, has been reelected president of the Board of Magistrates in Brooklyn for another year. W. F. Delaney has been re-elected secretary.



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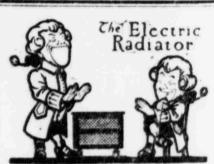
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Indicted Merchant's Bail Increased. The bail of Nathan Schlessel, a dealer in cloaks and suits at 132 Greene street, who failed two years ago with liabilities of \$165, 000, was increased yesterday from \$300 to \$5,000 at the request of the Merchants' Association. Schlessel was indicted for making a false statement about the condition of his business. The representatives of the Merchants' Association heard that Schlessel was going to leave the jurisdiction, and Assistant District Attorney Garvan had him arrested. Schlessel got the bad



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The following transfers of yachts have been made through the office of Macconnell & Cook:

The auxiliary yawl Gladys owned by L. H. Whittemore of Fishkill Landing, N. Y., to Fred Grimpe of New London, Conn.

The raceabout Fire Fly, owned by M. B. Pendas of Brooklyn to E. L. Woodard of Norfolk, Va. This boat won the championship of two seasons on Long island Sound under the ownership of G. P. Granbery, and will be raced in the open races at the Jamestown exposition. Application Made for Permission to Hur Grand Prize Auto Race. Special Cable Despatch to THE SCH. Paris, Dec. 27. - Prime Minister Clemences:

The following transfers of yachts have

received this evening a prominent motorist, who urged that permission be granted for the holding of the run for the grand prize of the Automobile Club of France in 1807. M. Clemanosau promised that the Government would give the matter careful attention.